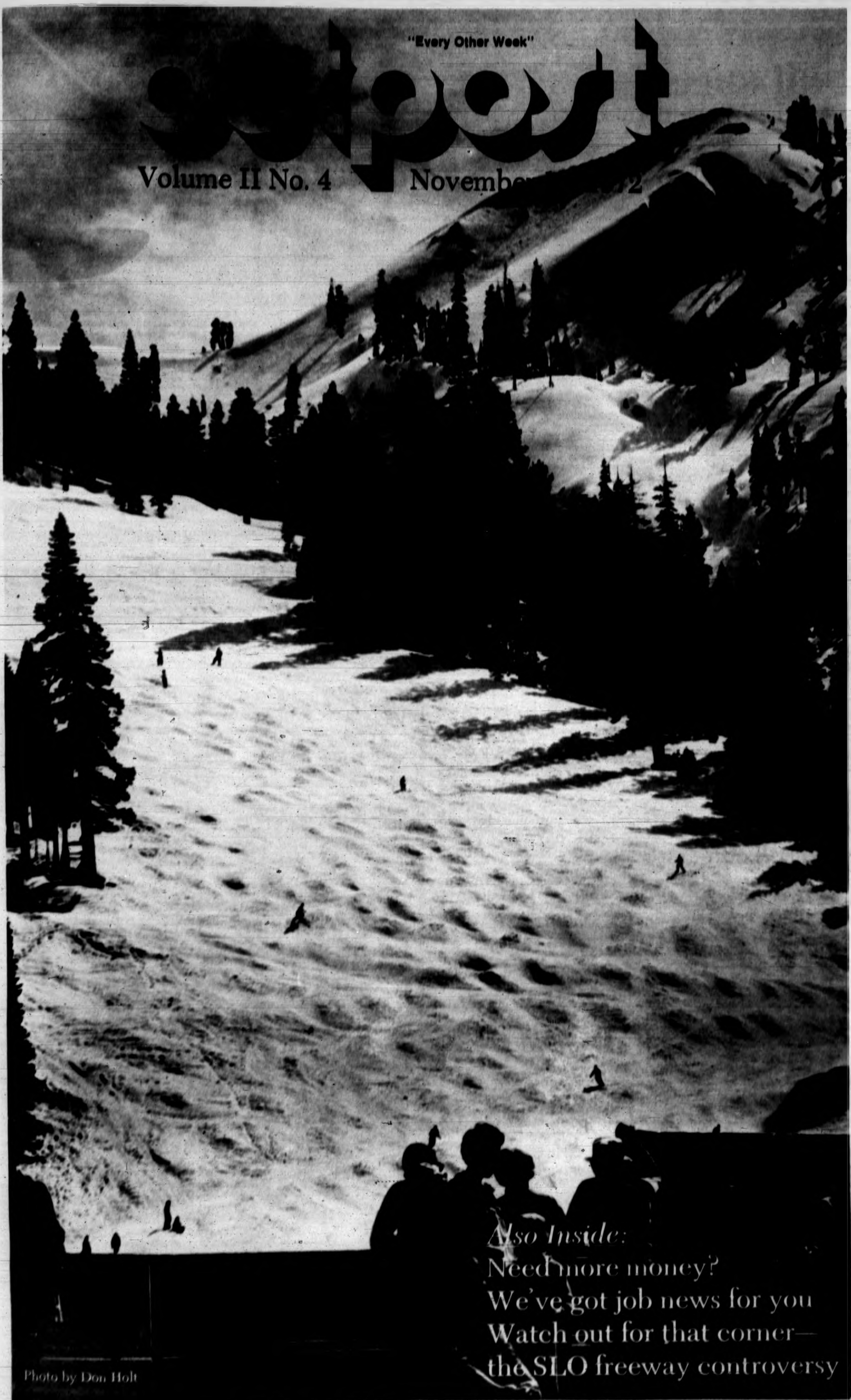


"Every Other Week"

# slipout

Volume II No. 4

November 1972



*Also Inside:*

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Watch out for that corner—

the SLO freeway controversy

Photo by Don Holt



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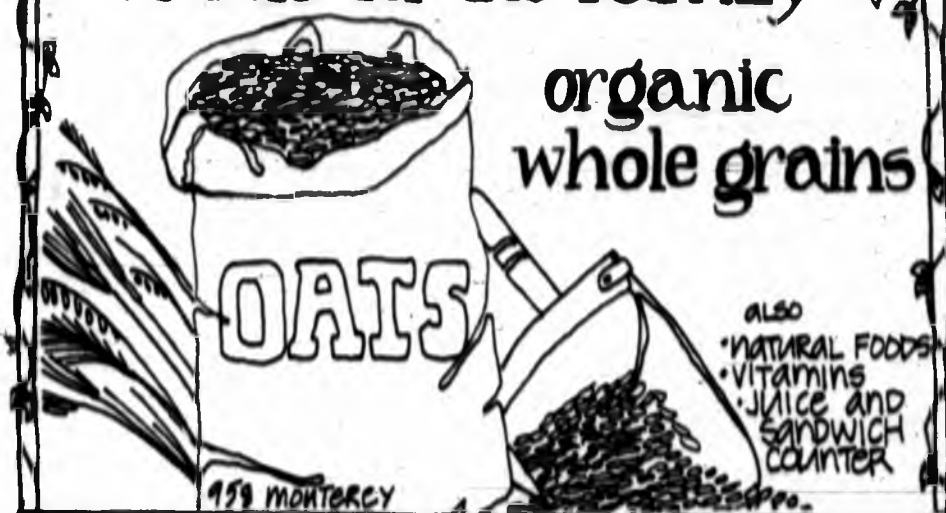
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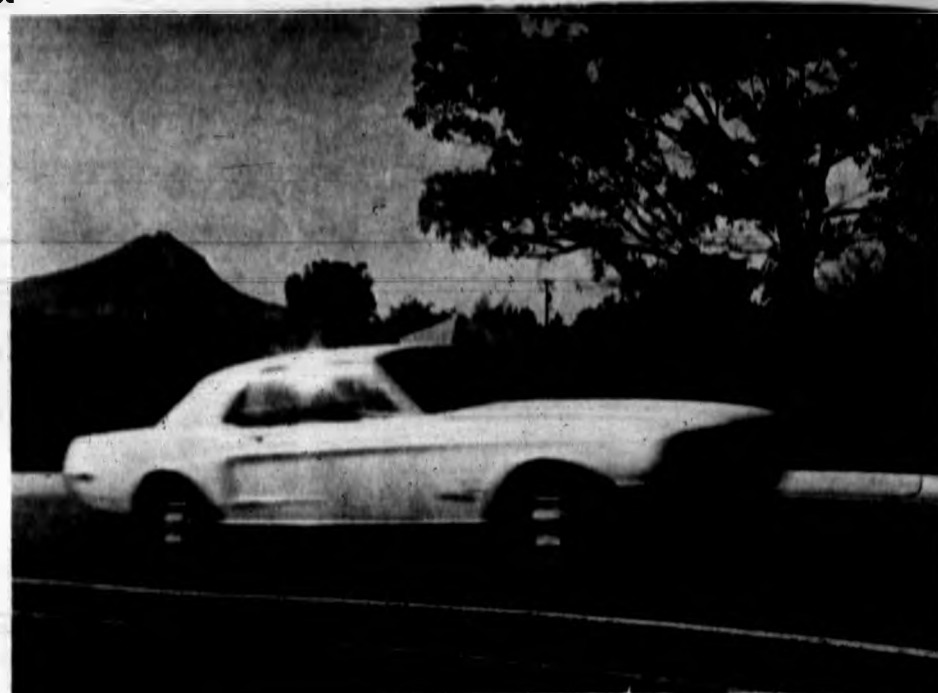
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Does this place look familiar? It's the Oses Street off ramp going into town from Highway 101. Over the past three months, this off ramp and the next one up, the Toro Street exit, have been the sites of at least ten accidents.

## From the Editor...

It doesn't snow in San Luis Obispo. And it's really too early to find much good, powdery snow anywhere. Those objections aside, we've got a good reason for doing a ski story this early in the season—if you do decide to get in some skiing this year, you'll need to begin laying back some coin now. If you've never been on skis before, but are fascinated by the almost-spiritual emanations you feel from the veterans, the story in this Outpost is for you. Where to go... what to expect when you get there... what to do before you leave. Check it out on pages four and five.

A problem we've all encountered, but few of us have pondered is pinned down, examined, and given a few sound kicks for good measure on pages six and seven. You fight it everyday... but you just can't seem to understand why your little car won't respond to gentle coaxing on those nasty freeway off ramps. Three writers direct harsh glare at the situation.

Outpost will publish one more issue this quarter, two weeks from today. If you have a problem you'd like looked into (that you think is appropriate for Outpost to look into, come on down to the Graphic Arts Building, room 226, and let us know about it. Or, just as easy, write us a letter. Anyway, we'd like to hear what you're thinking.

Jeanne Wiles

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# Swerve training needed

## SLO curves put you on two wheels

by Robert Drummond, Lyn Oleson and Vicki Jessup

The car was keeping a straight course at a considerably fast speed. Suddenly the driver was faced with a terrible curve in the road. He quickly down shifted and hit his power discs as his engine screamed while its power was suddenly being cut in half. But the driver still hit the curve too fast. The only thing he could do was to wrestle with the steering wheel and keep it cranked as far as it would go. He felt the balance of the car shift strongly to the driver's side as if the wheels were going to come off the ground. The screeching tires hurt his ears and the smell of his burning wheels stunk the air. He managed to battle his car to the straight away where the car rebounded back like a coiled spring and then tail swerved for one-hundred more feet, until running straight again.

Sounds like a scene from a European Grand Prix, but it's not. It is a slightly exaggerated version of a normal person in a common car getting off at a typical San Luis freeway off ramp.

Way back in the early 1960's when many of us were just ideas in someone's head or were drooling our way through grade school, the engineers of San Luis Obispo were designing a new highway system through the town and up the coast. It was equipped with all the latest improvements in auto travel: not stop signs, new fast speed limits, two lanes each way, and a system of highly curving on and off ramps. They worked great for the large, stable cars of that time.

But this nation has been struck by a wave of new light, smaller, economy cars that are less stable and have less power. The small cars don't give the driver much of a chance for survival if involved in a major accident. The cars have changed but the freeways haven't and they must.

For all you non-drivers out there who don't know what this is about we will perform a thought experiment and take a little ride on San Luis Obispo's freeway. The trip is from Poly to a sandwich shop on Higuera. We enter the freeway at the California onramp and immediately the problems begin. The on ramp's main purpose is to make it possible for us to get up enough speed to enter the flow of traffic safely. This is hard to do on an onramp that is not only short, but is also a one-hundred and eighty degree curve. We can either try to take the curve at 40 MPH and risk rolling the car or take the curve at 20 MPH and rev up to 60 MPH in five feet so we can merge. If we are unable to merge we find ourselves on the California off-ramp which is in truth just an extension of the onramp.

But let's say we made it onto the freeway. We have a choice of one of two lanes to drive in. We can pick the slow lane, which truly lives up to its name, and follow a twenty ton truck pushing 40 MPH, or the 1960 Rambler who isn't even out of second gear, or we can move to the fast

lane where the sound barrier seems to be challenged.

When we finally make it to the Marsh street offramp we are averaging about 60 MPH and the sign just before the ramp says, "SLOW to 25". To slow from 60 to 25 MPH in ten feet is nothing less than impossible, so we hit the off ramp going fairly fast. We soon discover that we are on a "deadman-hair-pin curve" and our car is in great danger of shooting straight off the offramp and into orbit. But somehow we manage to maneuver the car around this more than 360 degrees turn and make it to the straight-away where we must immediately get to the right lane to turn on Higuera. Unfortunately for us, the right lane is also the offramp for northbound Marsh, and if any cars have decided to get off on that ramp while we are merging, well it turns out to be a game of bluffs to see who's going to get the right of way. Naturally both of the ramps are so curved that they create blind spots so you don't know if there are cars coming until the very last second. Thus we have just taken a ride on the San Luis Obispo freeway. You can't find many free freight shows now-a-days.

The accident rate on the San Luis Obispo freeways is surprisingly low in comparison to other freeways. But the accidents that do happen mostly occur on the on and offramps, especially on the Toro and Oso street ramps. The Department of Division of Highways, the office responsible for improving dangerous roads and freeway conditions, has maps of these two offramps that show at least ten accidents have occurred on the curves of the ramps in the last three months. The positions of the accidents were all bunched into one little area which happened to be the point where the curve was the greatest on the ramp. The position of the accidents seem to imply that most of the cars have left the offramp and gone right into the landscape. If the freeways had been corrected or never designed as a mass of curly Q's in the first place, the ten accidents and their casualties, minor and severe, would have never happened.

What are the answers? It is apparent that due to the rapid growth of this city that it would be almost impossible to straighten out the ramps or even to add an extra lane or two to the freeways. The only answers seems to be in the fact that we are stuck with hazards with-in our freeway system and that we must drive with extra caution, in order to deal with them.

Is it not enough that we have to be cautious of our own driving abilities, the driving abilities of the other people on the highways, and other assorted safety items? It seems absurd now we have to be fearful of the basic engineered structure of the roads we travel. Driving has now graduated to a full time risk.



Cars leaving the freeway find it difficult to decelerate from 60 m.p.h. to 25 m.p.h. in a distance of about ten feet and many drivers find themselves sitting prettily in the greenery that ordinarily serves as an eye-pleaser, noise-buffer and air-purifier.

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# Downhill Spenders Discover The Slopes

by Eric Noland

Remember the surfing craze a few years ago? "Let's go surfin' now, everybody's learnin' how..."

It was everywhere—in movies, magazines, music, and clothes. Suddenly a rather obscure sport had reached national popularity and life, for many, was blond hair, fiberglass, sand and waves.

But the fanaticism for surfing fell about as quickly as it had risen and now only a few of the original set are still with it, freezing weekly in the November waters along the coast.

Many others are freezing on snow-covered slopes further inland. Yes, skiing slid in almost immediately after surfing faded and the number of magazines depicting daring surfers dwarfed by mountains of rushing water have given way to those offering pictures of the same caliber of adventurous individuals flying down icy peaks.

There is a difference with this sport, however. After it caught on it didn't rise rapidly and then fall sharply, but rather picked up gradually and climbed in popularity. It's still growing today.

For a while after the great ski trend began a lot of people stayed out, blocked by several obstacles that set skiing apart from its aquatic predecessor.

Surfing was a simple kind of thing to pursue. All you really needed to get started was a cheap piece of Balza and some means of getting to the beach—no great cost involved and no terribly complicated skill to learn.

Skiing was altogether different.

It was remote, specialized, and "upper class." It was assumed that if you were planning to take up skiing you had better count on making a trip to the bank with a withdrawal form. It was for those who had money to throw around. When a guy could afford to fork out 500 bucks for equipment, get himself a cabin in the mountains, and put ski racks on the back of his Porsche he was ready to take up skiing.

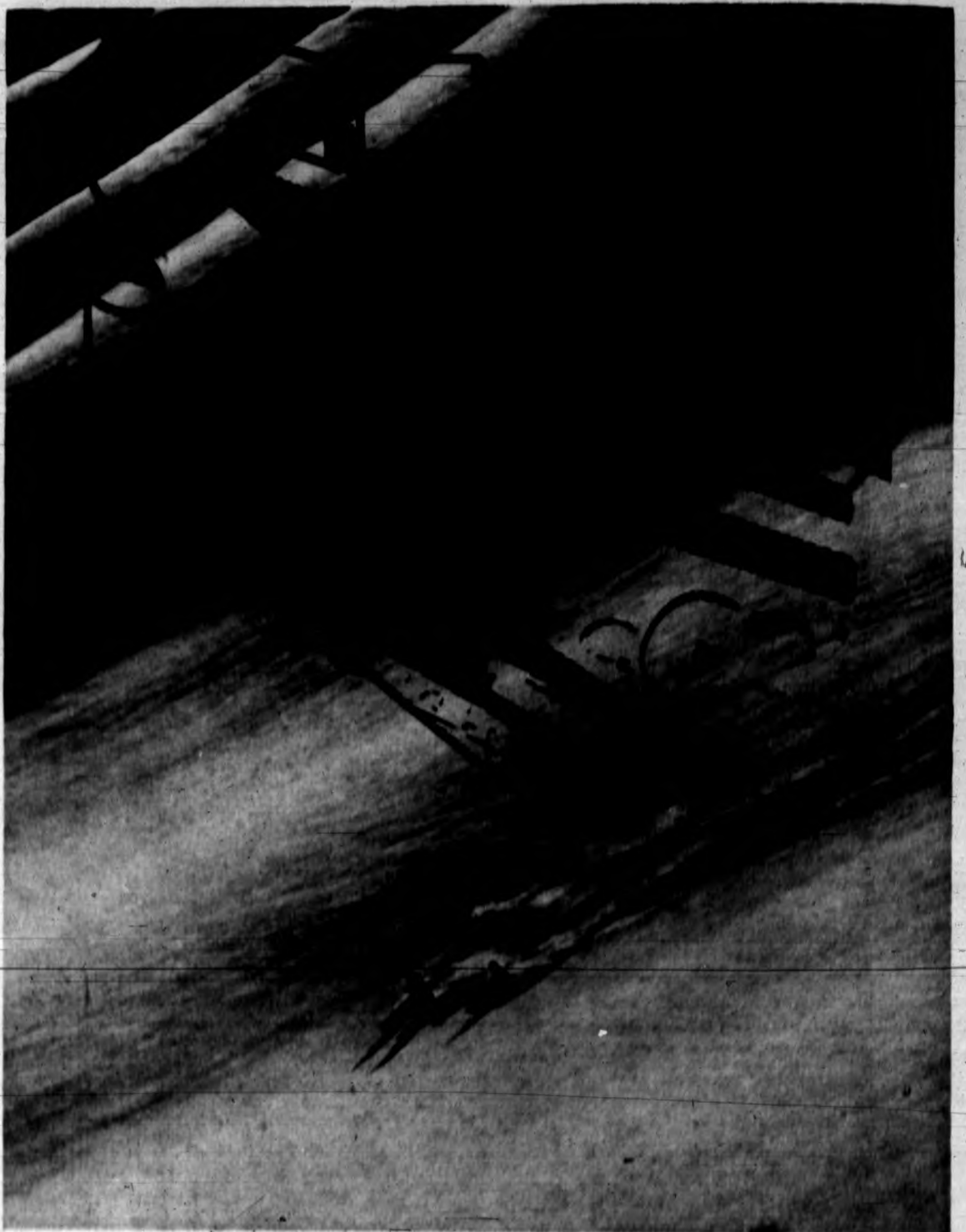
But that was a myth, and people are discovering more and more today that you don't have to be a rich man's kid to start out in the sport. There are as many ways to get around the costs as there are people willing to find the loopholes.

The first thing the beginner definitely should plan not to do is buy a lot of equipment before going out to ski for the first time. If there is one thing all veteran skiers agree on it is that the novice should rent equipment at first. Mike Kirkhart, president of the campus ski club, explained why. "Some people may not be as enthusiastic about skiing after the first time as they thought they would be. If this happens and the person has picked up some equipment, he's wasted a lot of money. You should always rent first when you're just starting out."

"If you find you like the sport after that first season, that's the time to buy," he continued. "If you continue to rent you'll be putting a lot of money into rentals and not getting anything out."

One thing to keep in mind, however, is to plan on renting before you get to a ski area.

The reason for doing this is two-fold. First of all, you will find the prices much lower at a shop that handles equipment than at a ski area shop. A complete package of skis, bindings, boots and poles usually costs around ten dollars for a weekend rental, whereas the shop at the



slope will charge as much as eight dollars per day, or about 50 per cent more.

The second reason is perhaps more important than cost alone. Kirkhart explained that "a ski shop will have more time to get you something that will be best suited to your needs. They can take time to make the necessary adjustments and by doing it this way you will be able to get to know the salesmen a little better so if you do come back to buy, you'll know somebody to talk to."

Probably the biggest cost you'll face next is that of food and lodging at the ski area of your choice. The very fact that slopes are often so far away contributes to this financial barrier.

The best way to avoid hotel bills is to simply know somebody...with a cabin. It's the old I - got - to - thinking - the - other - day - it's - been - a - long - time - since - I - saw - you - last - so - I - thought - I'd - drop - in - for - a - while...how's - the - snow? trick. Of course, you don't always have to be the unwelcome brother-in-law; sometimes when you own a cabin the best way to insure a great weekend is to plan on having a crowd at your winter domain.

Another possibility easy on the pocket, is to go with a group on a club-organized outing. Probably the best thing that has happened to the ski-minded student with an eye on cost has been the development of the campus ski club.

Trips are planned with large numbers of people in mind and when a club guarantees the ski area a fair sized group the prices are taken down considerably. Members of Cal Poly's club, for example, can get transportation, lodging, lift tickets and parties for what a single individual pays for a room alone for the same number of nights (about \$30).

Ski club members also find benefits in the form of rental discounts for members of the party. The price reduction can be substantial—sometimes as much as 25 per cent off the standard price.

The most expensive way to go has long been considered the only way to go. One either drives or flies to the desired area, rents a hotel room, pays all the standard rates, and makes sure there is plenty of cash in the bank account when the credit card bills come in at the end of the month.

This is the way of those who need not worry about cutting corners. It doesn't have to be the only way available if a little planning is done ahead of time.

Another skiing misconception—rapidly becoming a myth—is a subject at which most seasoned skiers cringe. This may be labeled the "broken leg syndrome."

Broken legs over the years have been associated with skiing like knocked-out teeth with hockey. Madison Avenue, television and the cartoonists of the nation have contributed to this image, but the ski community is fighting hard to kill it off.

The immediate conclusion most people jump to is that ski equipment manufacturers just aren't making safe bindings. Gary Andrus, a veteran skier of two Olympics and the owner of Mountain Sports, quoted statistics from memory that flatly dispelled this assumption. "In the 1950s the breakage rate (of bones) was 32 per cent," he said. "In '62 and '63 it was 17 per cent. In 1969 it was seven per cent and this year it is zero point seven (0.7) per cent."

"There has been a safety revolution in bindings," he continued, "but probably the most significant thing has been the development of anti-friction devices. The old adage about breaking a leg in skiing is going."

But one thing modern technology cannot do much about is human carelessness and stupidity. Mark Kirkhart carefully expounded upon this. "Bindings are adjusted scientifically according to your height and weight and other factors. The people who work in ski shops doing adjustments take several things into account when they adjust bindings. The trouble comes when the beginner finds his skis falling off a lot



and decides he'll tighten them up himself on the slope. This probably accounts for more broken bones than anything else."

If people are not thinking about bone fractures when they begin to ski they are probably thinking about the cost of the "required apparel." It is not difficult to see where this misconception came from.

Walking into the modern ski shop can be quite a frightening experience if you begin to look at the tags on the various articles of clothing. Sweaters—\$39, nylon jackets—\$40, plastic belts ("exclusively used by members of the U.S. OLYMPIC Team")—\$9.75. And, of course, it's not fair to overlook the "duo-fold, two-layer under-ski-wear"—\$9.50.

The brand names are right off the European slopes: Demetre, Melater, Alpine Designs, Trappe of Aspen, and assorted others.

Most skiers are familiar with the high prices of ski apparel, few pay them. Just as you can play tennis without a Rod Laver autographed jock, you can ski without plastic purple pants imported from Austria. It is not uncommon for the multi-pocketed Army fatigues to see extended action in the snow, and for most people a pair of water-proofed Levis do just fine.

Kirkhart pointed out, "It's really easy to put a couple of hundred bucks into ski clothes and if you want to spend money on skiing, that's one area where you can do it. It certainly isn't a requirement for the sport and it's too bad so many people think it is."

It is almost inevitable that those decked out like store window mannequins will show up at the slopes, many being long on apparel but short on ability. This provides the experienced athletes with something to snicker about.

Kirkhart admits getting a chuckle out of seeing a "thoroughly-seasoned" novice unable to do a thing on skis. But the chuckle gives way to anger when he sees a self-proclaimed pro on an advanced slope. "That's one thing that really peeves me," he says. "Beginners should stay on beginners' slopes. There are certain things you should know before going onto an advanced slope, some of them are like simple traffic rules. When there's somebody up there who doesn't know what he's doing, that's when people get injured. Just like in car accidents, it is often the guy who is doing things right that gets hurt—seldom the guy who is hot dogging it."

Things like that are beginning to drive the veteran skiers away. With the increased popularity in the sport come overcrowded ski areas, giving the once free skier a cramped feeling. Andrus, who has skied 23 of his 27 years, goes as far as to say, "the ski craze has begun a downswing this year. New skiers are still coming in but the old skiers are getting out."

"The existing facilities just cannot handle the greater numbers of people. The trend now is to move away from the crowds, and cross country skiing is becoming more popular. It's an extension of backpacking."

Despite the movements away from the slopes, many are still moving onto them. Unlike surfing, skiing has something of a magnetism about it that brings people back after they have tried it once. Lon Lundberg, a Cal Poly student who first skied at the age of three, was active in both sports before they were adopted by the crowds, and he feels surfing lacks the magic skiing offers.

"I was a very avid, very involved surfer before it caught on as a craze," he said. "But now I look at it as a dirty sport. I just can't get myself to go out into that cold water, and the tar on the ocean floor around some of the Ventura beaches is really getting bad."

"Skiing is getting a whole new gamut of people—all types of people who are adventurous, including surfers," he said. "It's taking in a much larger group."

He speculated on this. "Skiing has an aura about it, like a beautiful mysticism. Something about it keeps people coming back. I've known some who have given up skiing to pursue other things, but as soon as the season opens, they're back again."

## SKI AREA

|                          | driving distance<br>from San Luis<br>Obispo (approx.) | total no.<br>of lifts* | lift fee<br>(per day) | availability of<br>accommodations |
|--------------------------|---|------------------------|-----------------------|-----------------------------------|
| China Peak, Calif.       | 150 miles   | 6                      | \$ 6.50               | fair to poor                      |
| Bear Valley, Calif.      | 300   | 6                      | 7.00                  | good                              |
| Mammoth Mountain, Calif. | 400   | 14                     | 8.00                  | excellent                         |
| Squaw Valley, Calif.     | 400   | 20                     | 10.00                 | good                              |
| Heavenly Valley, Calif.  | 390   | 16                     | 8.00                  | excellent                         |
| Sun Valley, Idaho        | 900   | 14                     | 8.00                  | excellent                         |
| Aspen (Highlands), Colo. | 975   | 10                     | 8.00                  | excellent                         |
| Aspen (Mountain), Colo.  | 975   | 8                      | 8.50                  | excellent                         |
| Park City, Utah          | 790   | 6                      | 6.00                  | very good                         |
| Alta, Utah**             | 775   | 6                      | 5.50                  | good                              |

\*Types of lifts include rope, poma, T-bar, chair, gondola, tram and helicopter, depending on the area.

\*\*Alta is particularly known for its powder snow and excellent skiing. Nearby Snow Bird, a new area, also has this distinction.

NOTE: Although the chart does not mention how crowded each of these areas is, the general rule is that the mid-week period is the least crowded. Expect a lot of people on weekends.

"Skiing offers a refreshing feeling, a freedom," he continued. "It turns people loose from the things of the world. Many times beginners come in by the word of other skiers. They want to share the experiences."

Once you are hooked, however, don't jump into purchasing equipment too quick, or too soon. The top ski of a manufacturer's line is not designed for the beginner. Most companies make a middle of the line ski, a recreational ski, for that individual.

In good ski shops you will be able to get a package that fits your needs, including skis, boots, bindings, poles and any service adjustments that are necessary. Plan to take the greatest amount of care in selecting boots and bindings. Poorly fitting boots will not only be uncomfortable during a full day of skiing, but will cause your weight to be distributed unevenly and will hamper your progress.

There are basically four types of stores where you can buy ski equipment. The first is the mass merchandiser—a large department store with a sports department. These stores feature first-rate brand names and second-rate skis. They pick up their merchandise when it is two or three years old and then offer lower prices. Getting this equipment is like buying "seconds" at the surplus clothes store. It is often defective and structurally weak.

Another place to buy is the sporting goods store that carries a wide variety of sports equipment and does not specialize in skis. Like the mass merchandiser, the sporting goods store often carries second-

line goods and usually comes up short on experienced sales personnel as well.

A better place to buy is the specialty shop that concentrates on two or three different sports, depending on the season. For example, the specialty shop may carry tennis equipment exclusively during the summer and ski equipment in the winter.

The best way to go is with the professional, service-oriented shop. This type of shop is similar to the specialty shop, but concentrates more on education in the sport of skiing than on sales alone. The professional shop usually does its own work in the areas of ski repair and adjustment, and is more likely to stay abreast of technological developments in equipment.

If you have never been on skis before, plan on taking lessons. Dry land lessons are usually available before the season begins from ski shops and clubs. The campus ski club offers free lessons for its members on all trips, but if you end up going solo, instruction is available at ski areas.

A common error is to allow your friends "who have skied once or twice before" teach you when you're getting started. The best way to avoid getting into bad habits at the beginning is to let qualified instructors handle the lessons.

Once you have stepped in and gotten your feet cold, you may find yourself pretty well hooked, or at least interested in continuing with skiing. It won't be the first time it's happened.

Just be careful and...uh...don't break a leg.

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# 24 - HOUR

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# Need some bread? Student jobs available

by Nancy Wilkeson

scarce in and around downtown San Luis Obispo.

Pounding the pavement looking for a job along with filling out applications that probably won't even be considered can be awfully discouraging.

Well, what can the student do? Those students interested in making some extra money will be pleased to know that there is an answer to this very disheartening

This student's situation is quite common to many students in that most students need money at one time or another.

A student returning for his senior year was involved in a major accident. The damage to his car was extensive and required the biggest part of his savings for his first and second quarters. He had his car fixed but found himself without funds for two quarters.

The problem has always been how the student is to get the extra money he or she needs. The answer, of course, is to get a job, but where? A job takes time and can conflict with a class schedule not to mention the fact that jobs are pretty

problem and right on campus.

The answer? Room 413 in the Administration building, the Placement Office. "Any student who wants to work gets a job," says Patricia Stewart, the person in charge of student placement in jobs during school.

There are all kinds of full and part time jobs open, on campus as well as off campus, to students and even student wives. Most students who go to the Placement Office are "steady customers" seeking quick ways to make a dollar.

There is a job for just about everything done on campus and most are open to students. Jobs on campus can range from custodial work to maintenance, to dish washers in the Dining Hall. If a student has typing efficiency student assistant jobs to the faculty are available. Readers needed by faculty members to correct tests and papers are obtained through the Placement Office.

Also, students can fill the part time office jobs in the Records Office, Evaluations and other offices on campus. Cashier jobs in the Dining Hall and Snack Bar are open to students along with jobs in the CU, such as working at the Information desk.

The on campus jobs are usually filled by students who are looking for a quick way to make a few dollars, so there is a good turn

(Continued on Page 7)

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The food services employ many students part time. From the main dining hall to the burger bar, there are openings to wash dishes, cook, serve and buss tables. If you need money and want to work, the Placement Office might just have the job that can cure your dough woes.

(Continued from Page 6)

over in these jobs. The pay for most of these jobs start from \$1.75-\$1.80 an hour and can be as high as \$2.00 an hour. Custodial, maintenance and other jobs around the campus run about 10 hours a week while student assistant jobs are for about 15 hours a week.

Off campus jobs are usually in San Luis Obispo. Sometimes jobs are offered in Morro Bay, Paso Robles, Arroyo Grande and on occasion Lompoc. These jobs require a student to have his own transportation.

The most available off campus jobs are for babysitting, helping mothers and working in yards. These often start out as temporary but may end up to be steady.

Many businesses in town will list jobs with the Placement Office recruiting to students to be service station attendants, cooks, waitresses and clerks.

Student wives usually fill the off campus jobs since they are available for full time employment. Employers will more than likely hire the student wife than a student with a full time class schedule.

Live-in work is also offered but is a little harder to fill since it demands more time of the student.

The pay is around \$1.75 an hour but is often higher depending on the employer. The hours are also determined by the employer.

Mrs. Stewart also keeps a list of students available for weekend babysitting, tutoring, typing and gardening. There is even a list of people who are willing to haul student's belongings in trucks.

Names and phone numbers are taken but are not released to prospective employers without the student's consent.

Now to get a job through the Placement Office. The only requirement is that a student be enrolled in school for the quarter he wants to work. In the case of a student's wife, she need not be enrolled to get an off campus job.

The student goes to the Placement Office and fills out a registration card; white card for guys, pink card for girls and blue for student wives. The registration card gives the Placement Office a little background about the student's previous work experience, skills and equipment and the type of work desired. The card may be used as a referral if a job the student wants comes into the office.

Then the student looks through the yellow job files located on the counter in the office. The files are divided into five groups; Male, Coed, Student Wives, Room and Board, and Miscellaneous. Each card explains the job offered, the pay, the hours and whether transportation is available if it is off campus.

When the student finds a job he wants in the file, he fills out a card introducing him to the employer and takes it to Mrs. Stewart. She then gives the employer's name and address to the student. This doesn't necessarily mean that the student has the job. He still must be interviewed by the prospective employer.

Most of the students who go for the interview are hired right on the spot. If the student isn't he shouldn't be discouraged because there are always lots of jobs open if the student really wants to work.

Photos by John Gordon

Leslie McKenzie has a job on campus, and she is a student, which could possibly prove that if you need money and are willing to work, there just might be a job for you. Actually, Leslie is on duty at the College Union Information Desk helping students with tickets, maps, scheduling of meetings, and directions.



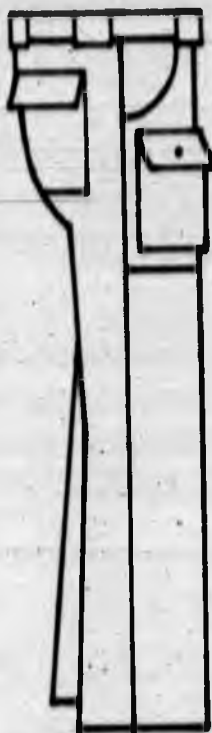
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## REMINDER ski preparation



NOW THRU DEC. 10 th with  
this ad

REG  
\$9.

NOW  
\$4.



bring your boots we will check your cant for free

### MOUNTAIN SPORTS

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S.L.O.

## ALL BUSH PANTS 20% OFF



Green Bros.  
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